

SH SCARCE AT PORTLAND

at fish will be scarce this week at any previous time this season made known yesterday through a ment of a local fish dealer, says Portland Press of Tuesday. The ter part of the local fishing fleet left this port yesterday forenoon but the majority of the boats returned did not have any fares, rough weather and storm outside. Lizzie & May, Capt. Benson, was only arrival of the day, and she but \$600. The sch. Mary Sennett t out, but the weather was so ty that she was forced to return any fish at all. The sloop erva also departed early yester- forenoon but did not have any in her holds when she came back. Mary Sennett, while returning in the afternoon, struck a calm was forced to obtain help from South Portland ferry, the Lottie May, Capt. Baker, to get into dock.

he fish famine was slightly re- ed Tuesday by four arrivals, total- 50,000 pounds. The sch. Lochin- after narrowly escaping destruct- a off the rocks near Sequin light ight in the largest single fare, trip to the grounds resulting in catching of 16,000 pounds. The ert Black was a close second with 900 pounds, and the Eleanor and Albert Willard had 10,000 and 8000 nds respectively. The dealers good prices for fish yesterday, h as \$7 per hundred weight for ge hake, \$6 for haddock, \$5.50 for se cod and \$3.50 for cusk and pol-

There were two fish arrivals in port nesday, but only one of these, the eola, had a fare of any conse- quence, she bringing in 14,000 pounds. e gas steamer Elthier had 1500. e captains of the larger schooners ich were in port Wednesday were aning the fact that they did not e a chance and go out early nesday forenoon, as the weather ke clear and warm and fishing ould have been excellent. In the ly forenoon the outlook for a ent day was dubious and the ma- ty of the captains did not prefer take any chances.

No Trace of Stray Fisherman.

o trace of Joseph Mullin, one of crew of sch. Frances P. Mesquita, strayed from his craft has been ed. The Mesquita arrived at T ri, Boston, yesterday with colors -mast for the loss of the man. pt. Crowell reports that Mullin was on Brown's Bank, January 17. The e were setting their trawls with a e sea and weather clear. When the es were picked up all could be ounted for but the one containing illa. e is generally supposed that he over- ed his boat with fish and was rped in a swell. The schooner ed about in the vicinity for hours ne for the lost man, but no one e any signs of either him or his

SCH. LOCHINVAR NEARLY LOST

Thick vapor and a heavy sea came very near resulting in the loss of the Portland fishing schooner Lochinvar and her crew on the Sister Ledges off Sequin Light early Tuesday morning. The Lochinvar arrived at Portland and Captain John Toothaker, commander of the vessel, said that the seas were breaking "white" under the bow of the vessel when those on board realized that they were on the wrong course and threw the steering wheel hard over, giving the Lochinvar a chance to "come about" and clear the ledges of one of the most dangerous points along the Maine coast.

"I've had some mighty close calls since I have been going to sea," said Captain Toothaker, "but I have never had such a narrow escape from losing my vessel and crew as we had this morning off Sequin.

"I gave the man at the wheel the wrong course by mistake when we left Boothbay for Portland and we were making pretty good time when we heard the breakers pounding on the rocks. Just as we put the wheel hard over, the sea was breaking white under our bow. In another minute or in less time the schooner would have struck and I believe that all hands would have gone down. The vapor was so thick at the time that we could not see more than the length of the vessel and every fisherman knows that the Sisters Ledges just east of Sequin are about the most dangerous along the coast"

The Lochinvar carries a crew of 16 men, and they were all mighty happy when they tied up at Commercial wharf, as they realized they had had a mighty narrow escape from being shipwrecked and probably drowned.

FISH RECEIPTS FOR DECEMBER

The total receipts of fish landed here during the month of December was 5,106,103 pounds according to the statistical report of Secretary Freeman of the Board of Trade as follows:

Species.	Pounds.
Salt cod	**1,218,015
Fresh cod	161,661
Halibut	50,099
Haddock	90,200
Hake	203,669
Cusk	64,742
Pollock	3,317,717

Total 5,106,103 bbls.

Fresh mackerel	26
Fresh herring (frozen)	800
Salt herring	*20,238

*Includes pickled herring.
Cured fish 5,559 qts.
**Of this quantity 951,738 lbs. were not the product of American fisheries.

PRAISE FOLKS WHO AIDED THEM

Men of Sch. Elsie Testify to Kindness of People at Ketch Harbor.

Loud in their praises are the crew of sch. Elsie, for the splendid treatment they received by residents at Ketch Harbor, N. S., where several of the strayed members, who were recently separated from their craft, rowed safely ashore.

Upon their arrival ashore, the men who were without money and clad only in their water-soaked garments, were cared for by inhabitants of the place and given a bountiful supply of dry clothing and other necessities and shown such courteous consideration on all sides that they desire to publicly express their grateful appreciation especially to Mrs. C. Fleming, Daniel Fleming, Richard Fleming, John C. Martin of Ketch Harbor, and Mr. Gilker, the keeper of Sambio Lighthouse, and also the manager of the telephone office at Sambol. The men arrived home Tuesday in the best of spirits, impressed more it would seem by the sympathetic kindness which they had received, than the hardship through which they had so bravely passed.

JANUARY 31 OUR PRICES HELP N. F. FISHERS

We are well aware that small quantities of herring have been brought down from Bonne Bay and Bay of Islands to Channel and vicinity for many years past, but the trade was spasmodic and infrequent, and it had not assumed anything like the proportions it has this winter, says the St. John's, N. F., Trade Review. There are various reasons to account for this. In the first place most of the Gulf Ports fishermen were too busy supplying the Yankee catchers to bother about getting the small quantities for bait farther east, and second, the Burgeo and Channel men weren't keen enough to seek for bait, and pay the price for it that they are now able to in consequence of the high prices for codfish.

To Settle Dispute.

Says an Ottawa despatch: The dispute between Newfoundland and Quebec as to the delimitation of the possessions in the Labrador district will be submitted in the form of a reference to the judicial committee of the privy council. Solicitor-General Meighen will represent the Dominion.

THE WEEK ENDS QUIET AT WHARF

Three arrivals with small fresh fares closed the weekly grist at T wharf, today. Trading was quiet as it always is on Saturdays with moderate prices prevailing.

Wholesalers quoted \$3.30 to \$4.60 a hundred pounds for haddock, \$5 for large and \$2.50 for market cod, \$4 to \$6 for hake, and \$3.50 for pollock.

Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

Str. Spray, 17,500 haddock, 1100 cod. Sch. Elenora DeCosta, 11,000 haddock, 2000 cod, 3500 hake. Sch. Natalie Nelson, 2500 haddock, 2500 cod, 300 hake, 500 cusk, 200 pollock.

Haddock, \$3.30 to \$4.60 per cwt.; large cod, \$5; market cod, \$2.50; hake, \$4 to \$6; pollock, \$3.50.

GOOD LANDINGS AT LOCKEPORT

A correspondent writes: The Town of Lockport presented a busy appearance on the afternoon and night of Friday, January 23, when the fishing fleet returned to port landing 142,000 pounds of fish, comprising cod, haddock, pollock, hake, etc., the result of a single day's fishing.

Lockport fleet comprises seventeen vessels of various tonnage and two gill netters. These latter are owned by the Lockport Cold Storage Co. The boats all left for the fishing grounds in the early morning before daybreak. Soon after sunrise a brisk northwest wind blew up, keeping up quite a sea, but, in the words of one old skipper: "We came out to fish, so up and at it." The trawls were laid. Success crowned their efforts for another day.

The fleet presented a fine appearance returning to port after dark. The Gladys Thorburn, the first to tie up at the wharf, reached port before sundown, closely followed by the remaining vessels, with an average catch of over 8,000 pounds per craft.

At midnight, the total catch being iced and packed in cases for shipment by express to the Boston market, going via the Halifax and South Western Railroad, thence by steamer from Yarmouth. Your correspondent learns that the fleet is being further augmented by the addition of other vessels.—Halifax Chronicle.

"There Until Spring."

The American sch. Georgie Campbell, with a cargo of frozen herring for Davis Bros. of Gloucester, is ice bound at Lark Hr. The American sch. Hiram Lowell, and the Bay of Islands sch. Francis Willard, Capt. P. Young, are ice-bound at Woods Island. Both vessels are loaded with frozen herring, for T. M. Nicholson of Bucksport, Maine. Unless a big change takes place these vessels will have to remain here till spring.—Western Star, January 21.

ONE CRAFT FROM NEWFOUNDLAND

Quietude of the Harbor Is Still Undisturbed by Off- Shore Vessels.

After a 17 days' passage, sch. Senator Gardner, Capt. Al Evans is here today from Bonne Bay, N. F., with a cargo of frozen and pickled herring and miscellaneous.

Outside of sch. Avalon, down from Boston with her salt herring, there is nothing else here in the arrival line.

The gill netters did poorly yesterday, small catches in the extreme prevailing.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Str. Prince Olaf, gill netting, 800 lbs. fresh fish.

Str. R. J. Killick, gill netting, 900 lbs. fresh fish.

Str. Hugo, gill netting, 460 lbs. fresh fish.

Str. Rough Rider, gill netting, 760 lbs. fresh fish.

Str. Carrie and Mildred, gill netting, 500 lbs. fresh fish.

Str. Enterprise, gill netting, 1200 lbs. fresh fish.

Str. Sunflower, gill netting, 600 lbs. fresh fish.

Str. Quartette, gill netting, 760, lbs. fresh fish.

Str. Quoddy, gill netting, 700 lbs. fresh fish.

Str. Lorena, gill netting, 550 lbs. fresh fish.

Str. Orion, gill netting, 2000 lbs. fresh fish.

Sch. Senator Gardner, Bonne Bay, N. F., 900 bbls. frozen herring, 50 bbls. pickled herring, 35 bbls. Scotch cured herring, 5 half bbls. Scotch cured herring, 4 half bbls. caplin, 28 quintals salt cod.

Sch. Jorgina, shore.

Sch. Mary Edith, shore.

Sch. Mary P. Goulart, shore.

Sch. Avalon, via Boston, salt her-

ring.

Sch. Leonora Silveira, shore.

Sch. Arkona, shore.

Vessels Sailed.

No sailings today.

TODAY'S FISH MARKET.

Salt Fish

Handline Georges codfish, large, \$5.75 per cwt.; medium, \$4.75; snappers, \$3.50.

Eastern halibut codfish, large, \$5.00; medium, \$4.50.

Georges halibut codfish, large, \$5.50; mediums, \$4.50.

Cusk, large, \$2.50; mediums \$2.00; snappers, \$1.50.

Haddock, \$2.00.

Hake, \$2.00.

Pollock, \$2.00.

Fresh Fish.

Splitting prices:

Haddock, \$1.15 per cwt.

Eastern cod, large, \$2.25; medium, \$2.00; snappers, 75c.

Western cod, large, \$2.50; medium, \$2.15; snappers, 75c.

Continued above

All codfish, not gilled, 10c per 100 pounds less than the above.

Hake, \$1.15.

Cusk, large, \$2.00; medium, \$1.50; snappers, 50c.

Dressed pollock, 90c; round, 80c.

Newfoundland bulk salt herring, \$3.50 per bbl.

Newfoundland pickled herring, \$4.50 per bbl.

Newfoundland frozen herring, 3 1-2c per lb.

Fresh halibut, 18c per lb for white and 14c for gray.

URGING N. F. TO BRACE UP

Says the St. John's, N. F. Trade Review:

Free fish into the United States markets has been the earnest prayer of Newfoundland for many years, and now that the prayer has been granted, we must be prepared to take advantage of new conditions. Uncle Sam is going to want a certain quantity of salt bulk fish every year, and we must not let Canada get ahead of us in supplying it. There is no reason why she should, if we have the same facilities for carrying our goods into the American markets. Some people will say, of course, that the Americans will come after our goods if they want them. This would be all very fine if Canada were not on the ground with the required goods ready to sell there every day in the year.

N. F. Fish Market.

There is nothing new to report in the fish market at present. As far as we can learn, the outport catch that has not been shipped straight to market is now all in the hands of St. John's shippers, who, in view of short holdings, will not unduly crowd the consuming markets. When prices are high as they are at present, the area of consumption is necessarily contracted, and congesting the market is not good policy, as our shippers know to their cost from past experience. We are carrying less fish in store now than for many years past.—St. John's, N. F. Trade Review.

Even N. F. Wants Bait.

The growth of this winter's baiting business demonstrates to all of us the value of a regular and a constant bait supply all over the country in the regular summer and fall fisheries, says the St. John's, N. F. It is pitiable to read the weekly bulletins from the various sections of the coast during the fishing season, and the frequent use of the sentence "fish plentiful but no bait." We understand that the Morris Government are considering the question of bait supply at present, and we feel assured that they will evolve a scheme by which bait will be available for every fisherman in future years.

Fishing Fleet Movements.

Schs. Josephine DeCosta, Benjamin A. Smith and Virginia were at Liverpool on Tuesday and cleared for fishing.

N. S. MAY HAVE NEW COLLISION LAW

The bill which Hon. J. D. Hazen is bringing on to amend the law in relation to merchant shipping is designed to give effect in Canada to the conventions agreed to at the Brussels conference, 1910, say an Ottawa despatch. In regard to collisions it is provided that the liability to make good the damage shall be in proportion to the degree which each vessel was at fault. There are certain exceptions to this rule. No liability is imposed on any person from which he is exempt by contract. Where personal injuries result from a collision the liability on the owners shall be joint and several. If in an action damages are recovered out of proportion to the liability of a particular vessel the owners may recover the excess from the other vessel in fault.

The failure of a master to stand by and assist a vessel with which his has been in collision shall not raise a presumption in law of his guilt. The master in charge of a vessel shall, so far as he is able, without endangering his own craft, render assistance to every person found at sea in danger of being lost, even if that person belong to a country at war with his majesty.

Failure to do so, is made an offense, salvage is to be apportioned in accordance with the law of the country to which the vessel belongs. Unless extended by the courts, damage actions arising out of collisions must commence within the two years. The act is not retroactive and is not to apply to the St. Lawrence above Montreal or to the great lakes.

Sch. Gladstone Ashore on N. F. Coast.

Information received here yesterday afternoon states that sch. Gladstone, one of the last of the once famous Whorff Provincetown fleet is ashore near Hermitage Bay on the Newfoundland south coast.

The Gladstone which was sold by Capt. Philip Whorff three years ago to the Gorton-Pew Fisheries Company has again been disposed of to the Orr, Newfoundland Company and was on her way from St. Pierre to Burnt Island with a cargo of salt. Particulars concerning the accident as to whether she will be a total loss are lacking.

Since her purchase by the Orr Company, the craft has been engaged in different lines, carrying fertilizer and freighting fish, etc., to New York.

The Gladstone was built at Essex in 1886 and measures 102.85 tons gross and 74.82 tons net.

DISCUSSING THE FISH IMPORTS

Says the St. John's, N. F. Trade Review in its last week's issue:

One of the honorable members sub section B. of His Majesty's or less loyal Opposition, in his speech in the House of Assembly the other day, gloated over the fact, that the amount of salt-bulk codfish entering the United States last year, i. e., the removal of the duty by Uncle Sam was not as large as it was the year before, and he evidently wanted it to be inferred, that free fish into the United States was not, or would not be of any value to the people of Newfoundland. The free fish arrangement was carried through during the Laurier administration, and, therefore, no good could come from it according to the speaker referred to.

Now, what are the facts of the matter? Three years ago the United States North Atlantic fisheries were very short, and the Yankee fish merchants either had to come to Canada or Newfoundland and buy the fish required to make up their average. Most of them sent their vessels to the St. John's and West coasts of Newfoundland because we presume they got the fish at a lower figure than they could get at that time in Canada. Last year Uncle Sam's fishery in Atlantic waters was not so short as three years ago, but still he required more from his Northern neighbors. Newfoundland and Canada had an opportunity to supply this fish under entry, but as Canada had more vessels for freighting than we have got the bulk of the trade.

Up to the last year, both Canada and Newfoundland could do very little direct trading in salt bulk fish with the United States owing to the United States' duty, and, as goods from American bottoms, even when brought in Canada or Newfoundland, were free to American ports, American came to us for the goods. But, with the removal of the duty, we are now on an equal footing, and we Newfoundland and Canada may export our own fish in our own bottoms. When the change came, Canada was ready with the proper vessels for sending fish to the United States. We were not in anything like the same degree, and, hence, our fish exports were not as large to the United States as they should have been the year—St. John's, N. F. Trade Review.

End of January